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SOURCE Periodical and newspaper as indicated.

NOTES IMPROVED RR OPERATIONS

RR SHOW PROGRESS -- Berlin, Der Verkehr, Jul 51

While as late as 1950 transportation of coal, our basic industrial raw material, from the mines and to its destination was effected only with the greatest strain, its transport in quantities far exceeding the plan does not present any difficulties in 1951. This is a result of the application of new work methods, particularly work competitions. Streamlined loading also served to speed transportation of fertilizer and import and export goods. In 1946, many experts believed impossible what has been attained in 1951: a decrease of turnaround time from 5.1 to 3.7 days, a two-and-a-half-fold increase in daily loading and unloading performance with the same installations, and a triple increase in the number of passenger trains.

In April 1951, the locomotive activists of the German Reichsbahn operated more than 11,000 above-norm freight trains, which pulled more than 3.25 million tons above standard norm and thus saved about 3,000 trains.

In January 1950, the daily run of a freight locomotive was 219 kilometers. In June 1951, the members of the 500-movement achieved already a daily locomotive run of 544 kilometers.

Coal consumption, which for the first quarter of 1950 amounted to 83.7 tons per million ton-kilometer, had been reduced for the first quarter of 1951 to 78.6 tons, a saving of 6 percent.

FULFILL PLAN AHEAD OF SCHEDULE -- Berlin, Taegliche Rundschau, 13 Dec 51

The engine terminal in Dresden-Altstadt fulfilled its 1951 plan ahead of schedule. The plan for 985 million ton-kilometers was exceeded by 4 December 1951 by 3,536 million ton-kilometers.

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ADVOCATES ROLLER-BEARING JOURNALS -- Berlin, Der Verkehr, Jul 51

Roller bearings are considerably more expensive than slide bearings. Yet at the end of 1943, the German Reichsbahn [covering all of Germany] had already built 63,000 roller bearings into railroad cars and almost as many into tenders. The Bearings and Lubricating Devices research group reported in 1937, after voluminous and painstaking research that the percentage of hotboxes with roller bearings amounted to .08 for express passenger cars, .03 for large freight cars, .00 for rail motor cars, and .00 for the railroad operating in Berlin. The latter figure was based on observation of about 13,000 bearings over an 11-year period. The figure for slide bearings at that time was about 4 percent. Thus, the ratio between hotboxes with slide bearings to those occurring with roller bearings was 4:.017 or 235:1.

Recent studies showed 8 percent for slide bearings and .04 percent for roller bearings.

Besides ensuring safer operating conditions, roller bearings are more economical. These savings and advantages, however, can be expected only if the industry resumes production of that type of antifriction lubricant which assures the usual run of 300,000 kilometers without bearing inspection.

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